



## City Neighborhood Council

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May 27, 2004

### DISTRICT COUNCILS:

Ballard  
Central  
Delridge Neighborhoods  
Downtown  
East  
Greater Duwamish  
Lake Union  
Magnolia/Queen Anne  
North  
Northeast  
Northwest  
Southeast  
Southwest

Allison Ray  
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Seattle, WA 98104  
[awvdeiscments@wsdot.wa.gov](mailto:awvdeiscments@wsdot.wa.gov)

**RECEIVED**

JUN 01 2004

**AWVSP Team Office**

Dear Allison Ray:

Please accept this letter as the current City Neighborhood Council Comments on the Alaskan Way Viaduct and Seawall Replacement Project Draft Environmental Impact Statement.

Whereas the Alaskan Way Viaduct and Seawall Replacement Project (AWVSR) affects the economic vitality of all Seattle neighborhoods;

Whereas the AWVSR Project directly impacts the communities that are along and near SR 99 such as Ballard, BINMIC, QA, Belltown, Downtown CBD, SODO/Duwamish, West Seattle and others in unique ways and is critical to livability in those communities;

Whereas the AWVSR Project is a once in a lifetime opportunity to leave a legacy that will affect the quality of life in Seattle for the next 100 years;

Whereas the cost to complete the AWVSR will be high and the funds to complete the project are unsecured, we will need to be vigilant in creating a project design with a focus on the future;

Whereas community groups have a shared mission of improving their neighborhoods and participating in the public discussion on issues of common interest;

We therefore submit the following principals, values, and suggestions regarding the Alaskan Way Viaduct and Seawall Replacement Project.

The City Neighborhood Council's over-riding goal is to promote: continued traffic mobility, excellent urban design, economic health and a strong tax base improvement for Seattle:

1/ **TRAFFIC CAPACITY** -Retain or improve present capacity for passenger and freight vehicles in both directions of SR99 in the AWVR segments. Retain North Portal access capacity via Western Ave. and Elliott Ave.

*The CNC is empowered by City Council Resolutions to focus on neighborhood planning, budget review, and matching fund allocation.*

3/ PASSENGER VEHICLE PARKING -Provide 100% replacement of present short-term parking in the zone of the project and on the Northern waterfront during and after construction. Integrate parking into the preferred alternative design strategy including bus staging, passenger vehicle load zones, and goods delivery zones.

4/ ALTERNATIVE MODES OF TRANSPORTATION -Improve connective transit, pedestrian, and bicycle corridors between Alaskan Way and Elliott Bay waterfront, adjoining uplands, and the rest of Seattle. Fully utilize waterfront streetcar corridor extending to commercial areas to the north and south and connecting with the South Lake Union streetcar system via Western. Implement Western corridor prior to construction and close-down of waterfront corridor. Improve Coleman Dock transit/pedestrian, bicycle connections. Include BC ferry connection, improved cruise ship facilities' transportation connections. Improve north/south, east/west pedestrian connections.

5/ FEDERAL/STATE HIGHWAY CONNECTIONS -Improve connections between SR99 and I-5. Phase improvements to mitigate traffic displacement during construction.

6/ DISPLACEMENT OF TRAFFIC DURING CONSTRUCTION -Ensure that traffic displaced from Alaskan Way and Alaskan Way Viaduct can connect to I-5 and other routes including downtown avenues. Do not utilize surface lanes of Alaskan Way for all SR99 traffic. Provide additional alternative modes of transportation from West Seattle. Retain access for waterfront-located businesses and activities during and after construction. Utilize Western Ave. streetcar. Address central waterfront first.

7/ NORTH WATERFRONT ACCESS -Do not preclude realignment below grade of BNSF between area of the existing tunnel portal and the vicinity of Eagle St.

8/ SURFACE TRAFFIC UTILIZATION OF ALASKAN WAY -Ensure no net increase in surface vehicular lane capacity during/after construction.

9/ NEW OPEN SPACE/COMMERCIAL REDEVELOPMENT -Maximize urban design opportunities for new public open spaces and commercial redevelopment opportunities: new public squares, parks, landscaped rights of way, retail frontages, etc.

10/ Improve access northbound on ramp at Spokane Street and intersection of Spokane Street and the West Seattle Bridge.

Thank you for your consideration of these comments.

Sincerely yours,

  
Victor Barry, President  
City Neighborhood Council

  
John Coney, Chair  
CNC Transportation Committee

cc: Mayor Greg Nickels  
Seattle City Council  
CNC Members